

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Previously Presented) A vehicular parking brake apparatus, comprising:
a right-side parking brake and a left-side parking brake that brake a right-side wheel and a left-side wheel, respectively, of at least one group of a front wheel group and a rear wheel group of a vehicle;
a drive power source that operates the right-side parking brake and the left-side parking brake, wherein a transfer device mechanically transfers a drive power of the drive power source to the parking brakes, the transfer device including a transfer member train; and
a controller that controls the drive power source, the controller including an antilock control portion that commonly controls an operating force of the transfer member train produced by driving the drive power source based on a state of slip of a wheel of the right-side wheel and the left-side wheel that exhibits a greater change in a state of wheel rotation, wherein the antilock control portion commonly controls the operating force of the transfer member train based on the state of slip of the wheel of the right-side wheel and the left-side wheel that exhibits a greater slip and the controller includes a stroke control portion that controls the operating force of the transfer member train so that a drive stroke approaches a target stroke determined based on the state of slip of the wheel.
2. (Previously Presented) The vehicular parking brake apparatus according to claim 1, wherein the drive power source commonly drives the right-side parking brake and the left-side parking brake, and the right-side parking brake and the left-side parking brake comprise:
brakes that are provided for the right-side wheel and the left-side wheel, respectively; and

the transfer device that connects the brakes to the drive power source and has an equalizer which distributes the operating force of the transfer member train equally to the brake of the right-side wheel and the brake of the left-side wheel.

3. (Previously Presented) The vehicular parking brake apparatus according to claim 2, wherein the antilock control portion comprises a common drive power source control portion that commonly controls the operating force of the transfer member train by controlling the common drive power source.

4. (Cancelled)

5. (Previously Presented) The vehicular parking brake apparatus according to claim 2, wherein the antilock control portion commonly controls the operating force of the transfer member train based on the state of slip of the wheel of the right-side wheel and the left-side wheel that exhibits a greater slip.

6. (Previously Presented) The vehicular parking brake apparatus according to claim 1, wherein the antilock control portion commonly controls the operating force of the transfer member train based on the state of slip of the wheel of the right-side wheel and the left-side wheel that exhibits a greater slip.

7. (Previously Presented) A vehicular parking brake apparatus, comprising:
a drive power source provided on a vehicle body of a vehicle;
a parking brake including a brake provided on a wheel that is connected to the vehicle body via a suspension device, and a transfer device that mechanically transfers a drive power of the drive power source to the brake, the transfer device including a transfer member train; and

a controller that controls an operating force of the parking brake by increasing/reducing the drive power of the drive power source while reducing an overshoot of a state of slip of the wheel corresponding to the parking brake, the controller including an

antilock controller portion that commonly controls an operating force of the transfer member train, wherein the antilock control portion commonly controls the operating force of the transfer member train based on the state of slip of the wheel of a right-side wheel and a left-side wheel that exhibits a greater slip, and the controller includes a stroke control portion that controls the operating force of the transfer member train so that a drive stroke approaches a target stroke determined based on the state of slip of the wheel.

8. (Cancelled)

9. (Previously Presented) A vehicular parking brake apparatus, comprising:

a drive power source;

a parking brake that is operated by driving the drive power source, wherein a transfer device mechanically transfers a drive power of the drive power source to the parking brake, the transfer device including a transfer member train; and

a parking brake controller that controls an operating force of the parking brake by switching the drive power source at least between an increase state in which the drive power source is operated so that the operating force of the parking brake is increased, and a decrease state in which the drive power source is operated so that the operating forces of the parking brake is decreased, based on a state of slip of a wheel corresponding to the parking brake, the controller including an antilock control portion that commonly controls an operating force of the transfer member train, wherein the antilock control portion commonly controls the operating force of the transfer member train based on the state of slip of the wheel of a right-side wheel and a left-side wheel that exhibits a greater slip, and the controller includes a stroke control portion that controls the operating force of the transfer member train so that a drive stroke approaches a target stroke determined based on the state of slip of the wheel.

10. (Previously Presented) The vehicular parking brake apparatus according to claim 9, wherein the parking brake controller has a hold state in which the drive power source is operated so that the drive stroke of the transfer member train is maintained, and the parking brake controller sets the hold state at a time of switching between the increase state and the decrease state.

11. (Original) The vehicular parking brake apparatus according to claim 10, wherein the parking brake controller sets the drive power source to the decrease state if the state of slip of the wheel exceeds a predetermined upper threshold.

12. (Original) The vehicular parking brake apparatus according to claim 11, wherein the parking brake controller sets the drive power source to the increase state at a time point when the state of slip of the wheel starts to decrease from a peak value.

13. (Original) The vehicular parking brake apparatus according to claim 10, wherein the parking brake controller sets the drive power source to the increase state at a time point when the state of slip of the wheel starts to decrease from a peak value.

14. (Original) The vehicular parking brake apparatus according to claim 9, wherein the parking brake controller sets the drive power source to the decrease state if the state of slip of the wheel exceeds a predetermined upper threshold.

15. (Original) The vehicular parking brake apparatus according to claim 14, wherein the parking brake controller sets the drive power source to the increase state at a time point when the state of slip of the wheel starts to decrease from a peak value.

16. (Original) The vehicular parking brake apparatus according to claim 9, wherein the parking brake controller sets the drive power source to the increase state at a time point when the state of slip of the wheel starts to decrease from a peak value.

17. (Previously Presented) A control method of a vehicular parking brake apparatus, comprising:

determining a change in a state of rotation of one of a right-side wheel and a left-side wheel;

determining a state of slip of one of the right-side wheel and the left-side wheel that exhibits a greater change in the state of rotation; and

commonly controlling an operating force of a right-side parking brake and an operating force of a left-side parking brake based on the determined state of slip, wherein an operating force of a transfer member train is commonly controlled based on the state of slip of the wheel of the right-side wheel and the left-side wheel that exhibits a greater slip, and the operating force of the transfer member train is controlled so that a drive stroke approaches a target stroke determined based on the state of slip of the wheel.

18. (Previously Presented) A control method of a vehicular parking brake apparatus, comprising:

determining a state of slip of a wheel corresponding to a parking brake;

increasing/decreasing a drive power of a drive power source that operates the parking brake while reducing an overshoot of the state of slip; and

controlling an operating force of the parking brake by increasing/decreasing the drive power, wherein an operating force of a transfer member train is commonly controlled based on the state of slip of the wheel of a right-side wheel and a left-side wheel that exhibits a greater slip and the operating force of the transfer member train is controlled so that a drive stroke approaches a target stroke determined based on the state of slip of the wheel.

19. (Previously Presented) A control method of a vehicular parking brake apparatus, comprising:

determining a state of slip of a wheel corresponding to a parking brake;

operating a drive power source that operates the parking brake, to increase an operating force of the parking brake, based on the state of slip;

operating the drive power source to decrease the operating force of the parking brake if the state of slip exceeds a predetermined upper threshold; and

operating the drive power source to increase an operating force of the parking brake at a time point when the state of slip of the wheel starts to decrease from a peak value, wherein an operating force of a transfer member train is commonly controlled based on the state of slip of the wheel of a right-side wheel and a left-side wheel that exhibits a greater slip and the operating force of the transfer member train is controlled so that a drive stroke approaches a target stroke determined based on the state of slip of the wheel.

20. (Previously Presented) The control method according to claim 19, wherein the drive power source is operated to keep the operating force of the parking brake at a constant value at a time when the operating force of the parking brake is switched from an increased state to a decreased state, and at a time when the operating force of the parking brake is switched from the decreased state to the increased state.

21-25. (Cancelled)